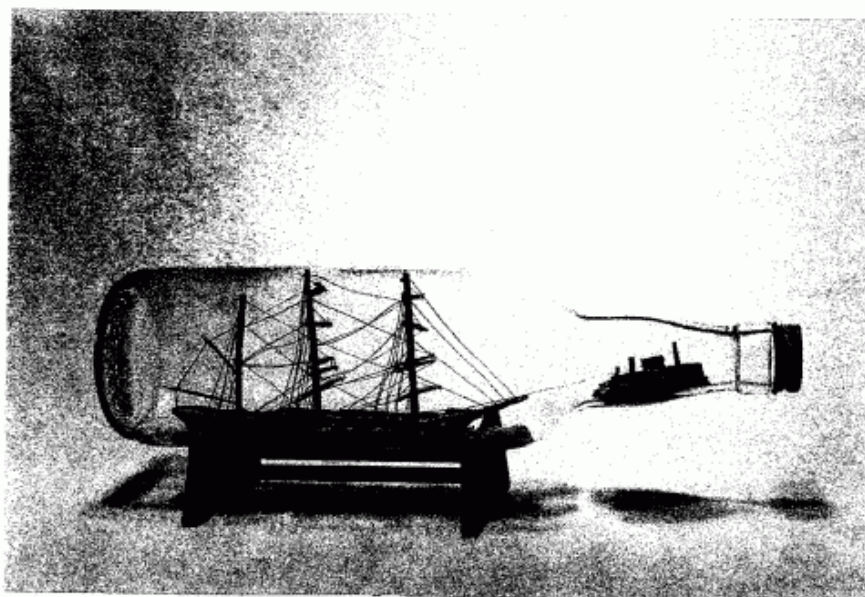




2009-3



A three masted Bark in a 4/5 quart liquor bottle, Very heavy thread used to rig the ship. Putty sea is very faded. It is perhaps 50-60 years old. The photo is from Russell Rowley's collection.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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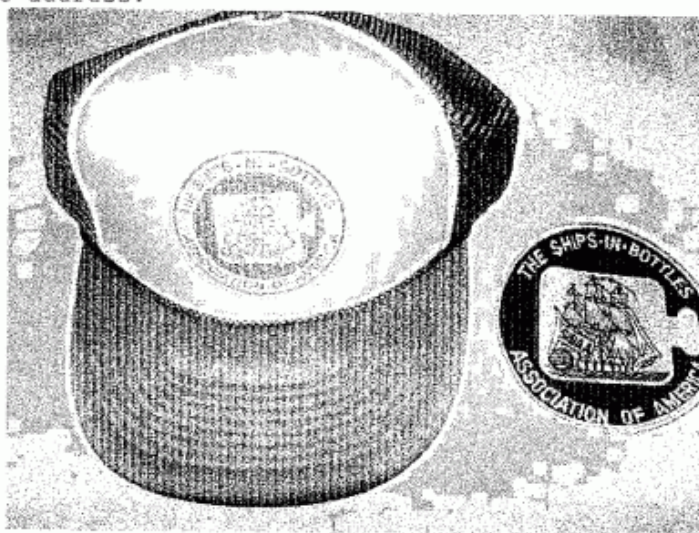
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The Bottle Shipwright

Volume - 27

Number -3

ON THE COVER A photo of 3 masted
Bark from Russell Rowley.

BACK COVER The Bounty & Castillo
By T. Nakamura.

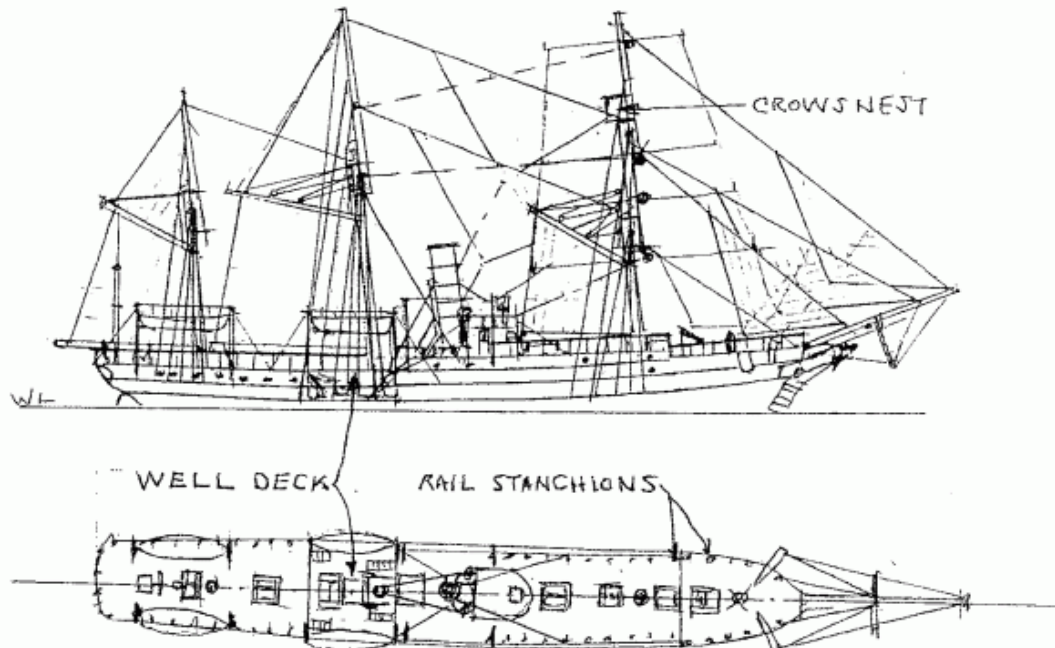
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Permission to Publish.	



• BEAR •

• USCG & REVENUE CUTTER •



Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
btishprt@tampabay.rr.com

Ray Handwerker



First, I apologize for the condition of the last issue.
Second I will try a new printer, for this issue and the next one.
Third, we are still looking for a new President.
Fourth, As of the next issue we are looking for a new Editor, Publisher as I will be stepping down.
Anyone interested please contact Don Hubbard and let him know.

Now , let's refill those bottles. -----

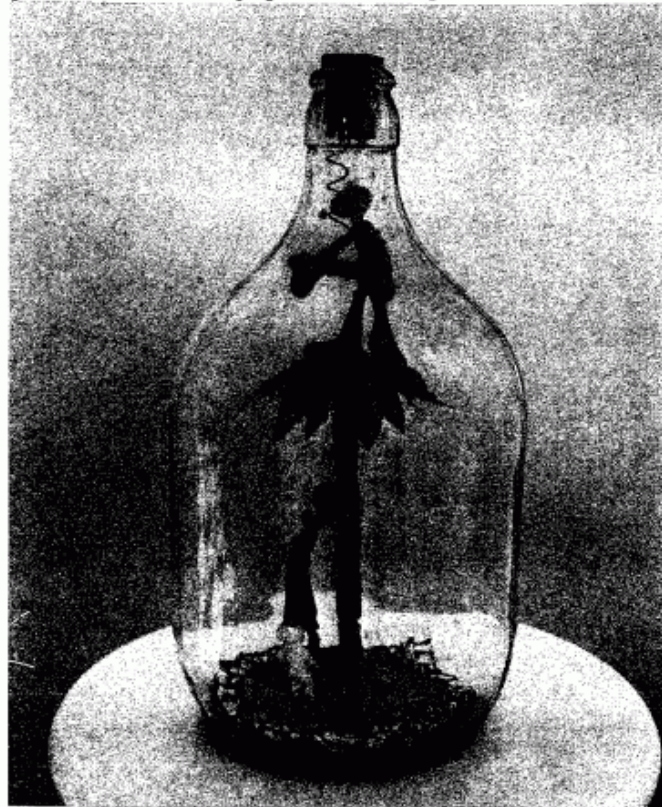
WELCOME ABOARD NEW MEMBERS.

Kenneth L. Campbell, 154 Old Harbor Rd. Chatham, Ma. 02033.
E-Mail: kencccc@comcast.net

MEMBERS RENEWING.

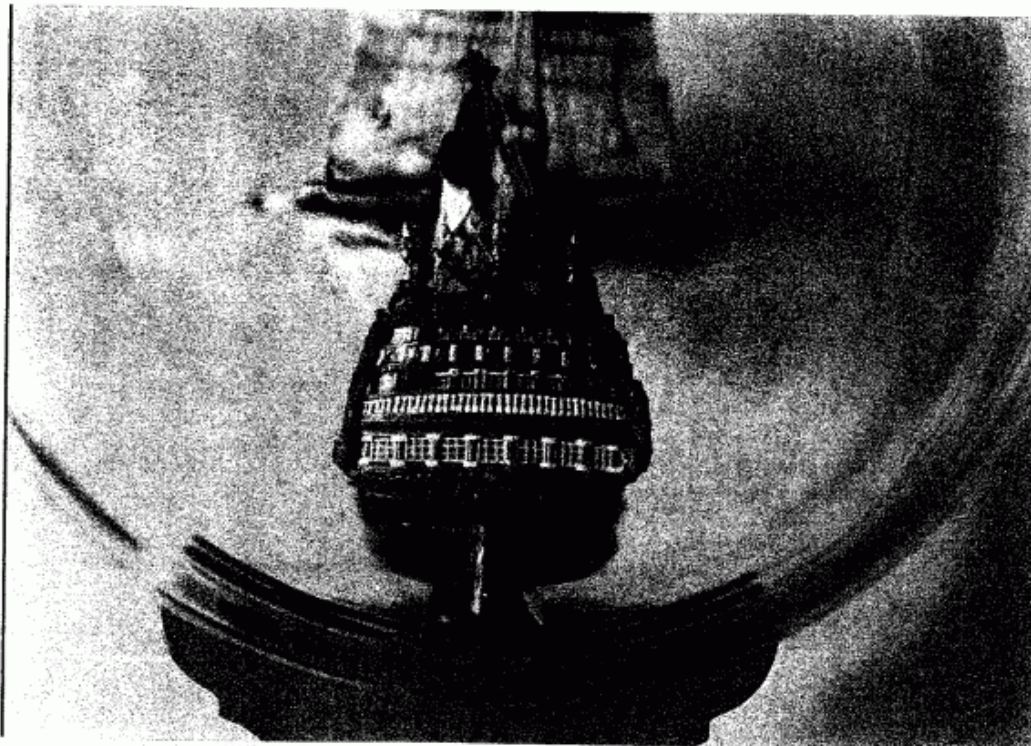
Nelson Heddle, 16 Brusk Dr. Hopewell Junction, New York. 12553.
Michael Tumlinson, 4910 Rollingfield Dr. San Antonio, Tx. 78228-1057.
E-Mail Address Changes.
Donald Hubbard-- dhubbard@san.rr.com

Below, The cover photo from the last issue by Bob de Jongste.
From top to bottom, Popeye, Olive oyl, and Little baby Swee"pea.

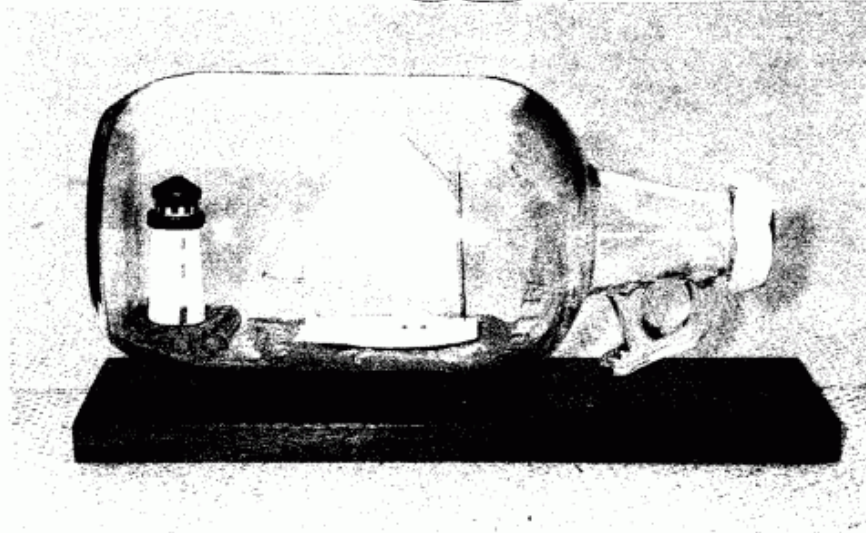




We welcome one new member in this issue. Kenneth L. Campbell of Chatham, Mass. There was no mention of experience. And we welcome back Nelson Heddle, of Hopewell Junction, New York, who is now retired and getting back to the hobby. Also Michael Tumlinson of San Antonio, Texas. We also thank him for a donation. Welcome aboard. The journal can not be put out with out your input of photo's of your works , hints, tips, new materials you use, or questions you might have. So send them in. Below from Juan Rodriguez del Barrio of Madrid Spain of his frigate USS Constitution's stern, Well done Juan.

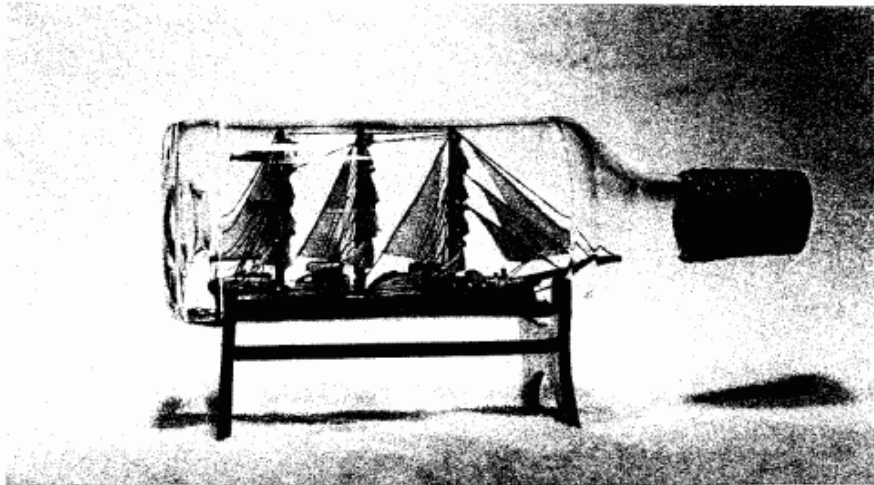


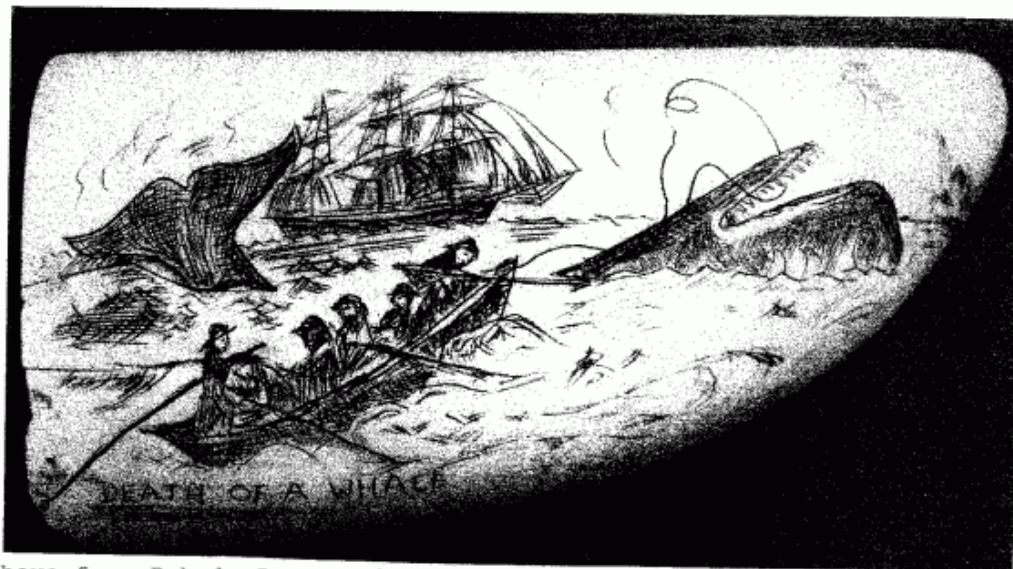
From Herb Manley in Ct.
A Sheep in a Baaatle.
He claims,
"someone had to do it".



Above- A Cat Boat in a $\frac{1}{2}$ gallon bottle. (It was a commission job by the owner of a boat named " Cat Dancing" by Herb Manley.

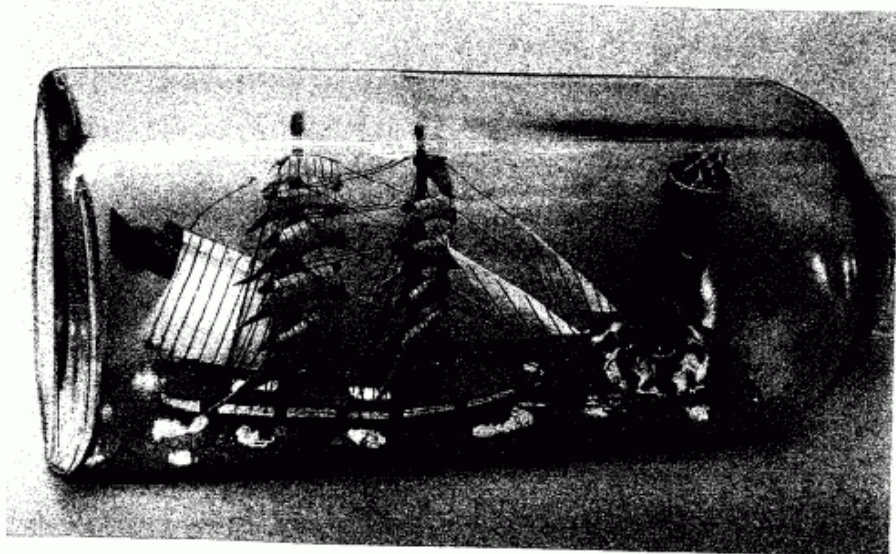
Below- from Russell Rowley's collection, This was made in Poland by a Polish fisherman. It was sold in Seward Alaska in 1988. The ship bears the name " Liza " and has the date 1987 on the spanker sail.





Above—from Bob de Jongste in Holland of a Whale Tooth that he engraved with a picture of a whale hunt. Beautiful work Bob.

Below - also from Bob de Jongste a SIB who's maker is unknown.





PENS CAN BE MIGHTY...USEFUL - THEIR COMPONENTS, THAT IS

Inexpensive, plastic ball point pens are usually discarded when they run out of ink. Components of those can be usefully recycled via our hobby. Some suggestions:

1. Round-bodied pens can be sliced to form vehicle tires, gun tubs on warships, crow's nest enclosures and life rings. Split, they can form arched details.
2. Tapered, conical portions near the points can form a nice light house structure.
3. Pen bodies of clear, hexagonal plastic can be cut and joined to look like crystal crosses or other structures. Portions could be used for bay windows of buildings.

Circular cutting discs will slice the bodies, as will hand saws or files and it can be drilled. Sanding is usually needed on melted carryover at the cut edges. Best adhesive for joining I find is "Crazy Glue" - a slow setting cyanoacrylate.

Paint thinner will remove ink residue from the semi-flexible inner clear plastic tubing, which also looks useful. Silicone adhesive is best for attaching cut pieces as possible running lamps or portholes in drilled holes. Slit on one side it can become the rounded area along the gunwales of some boats. It can also be used in drilled holes in the bottle and hull as an almost transparent mounting stanchion. Similar tubing can be salvaged from inside squirt bottles.

C. Hand



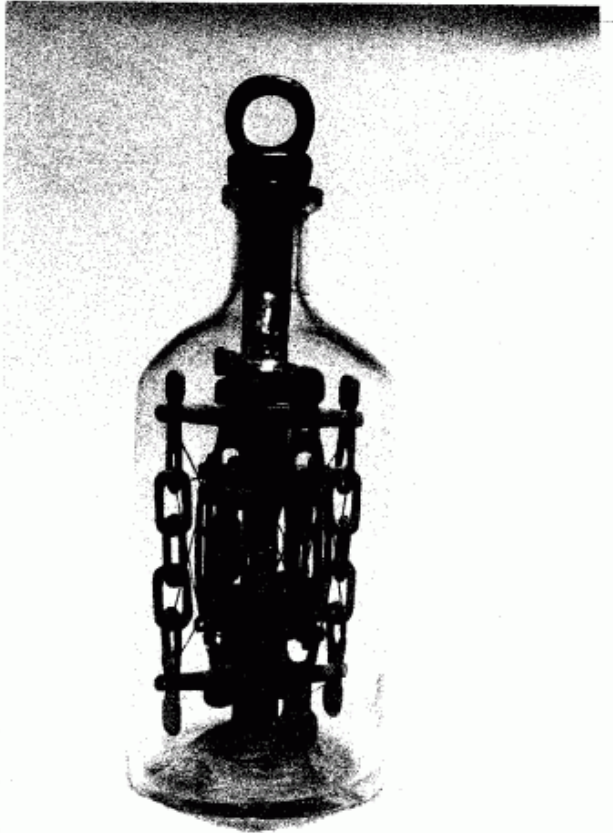
I want my bottle back! There is still a deposit on it.



Below, from Russell Rowley of Seattle, Wa. from his collection a "Bucksaw" in a bottle, a pint size flask with applied top. Perhaps 100 years old.



7.



Above also from Russell Rowley is a puzzle in a bottle. Bottle 9" high, stopper included, $3\frac{1}{4}$ " in diameter. Open pontil mark on bottles base. Bottle has applied lip. Carved entirely from white oak. "I suspect this is a very old whimsey" it is said to have come from Massachusetts.

ANOTHER LITTLE LIGHTED LIGHTHOUSE

by
Charles Hand

As was mentioned in "A Bottled Beacon" (issue 1996-3), a regional monthly, Carolina Country, had helpful photos of the south side of the Cape Hatteras lighthouse. I sent them a letter of thanks for that and included a photo of the bottled model lighthouse. Their editor published those, even rendering the photo in color. Nice, as that was another usage of Jack Weadham's "carafology," and it mentioned S.I.B.A.A. to their 356,000 circulation. It did contain an obvious error as to scale, stating 1"=100" in lieu of 1"=100'. They corrected that in the next issue and advised those interested in S.I.B.A.A. could send \$18.00 dues to Don Hubbard. But I felt obliged to send Don a note of apology regarding some confusing calls.

It turned out there are some enthusiastic people who desire similar bottled lighthouse models. One lady phoned me (after calling Don) and asked me to make 3 more for her and some friends; one to be for an anniversary gift on 19 April. I told her I was sorry as I had no more 1 liter pinch bottles, but would try to find some via a local recycling center. She said she'd find some to send. Several weeks went by without my finding any and I presumed she had similar results. I was also busy with other SIB's.

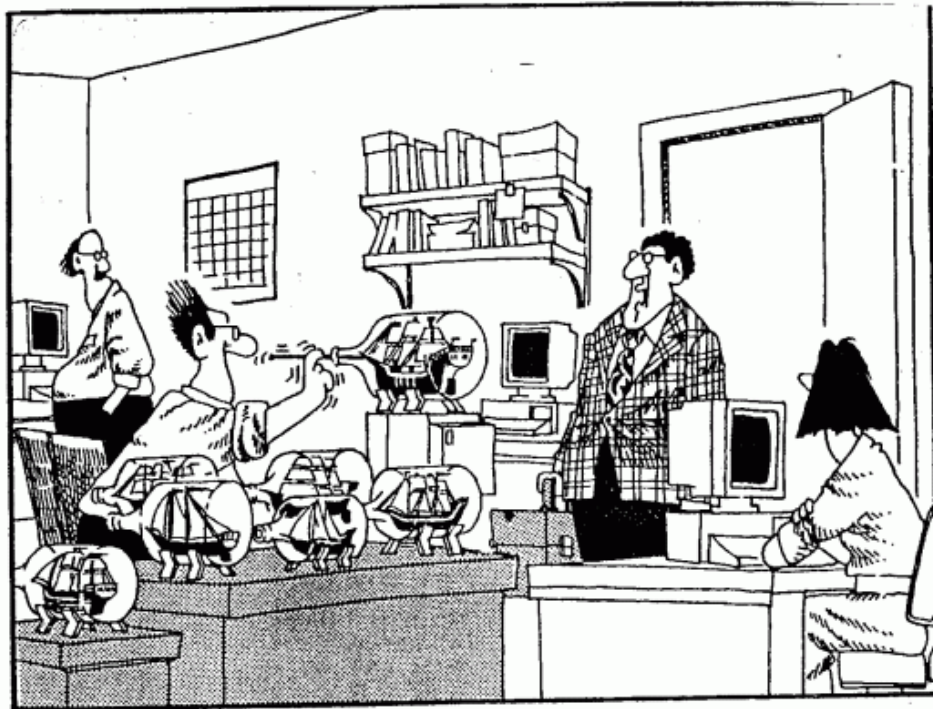
Our son receives some interesting catalogs. One was from American Science and Surplus (3605 Howard St., Skokie, IL 60076) & listed a 1.5 volt, 15 milliamp light bulb (Cat. # 25939 @ 2/\$2.00). They described them as "Uncle Ben's fried lights," due to their "grain-of-rice size" [1/16" (1.6 mm) dia. x 1/8" (3.18 mm) long]. He ordered some other things which justified the usual \$4.50 shipping & handling fee - on orders below \$20 - so we ordered some of the bulbs, which arrived in late March. Each bulb has bare wire leads 1" (2.54 cm) long x .005" (.127 mm) dia., which are dicey to solder.

Between 1 & 10 April I incorporated one bulb in the 50 ml version shown in the accompanying photos and sketches - and shipped it in time for the anniversary. Primary materials for the lighthouse were styrene tubing and strips from Evergreen Scale Models Inc. (12303 N.E. 125th Way, Kirkland, WA 98034) joined with liquid plastic cement. The scale was 1:2663 (1"=224') to suit the bulb size; overall height of the lighthouse was .929" (2.36 cm).

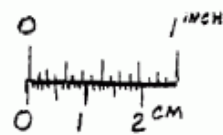
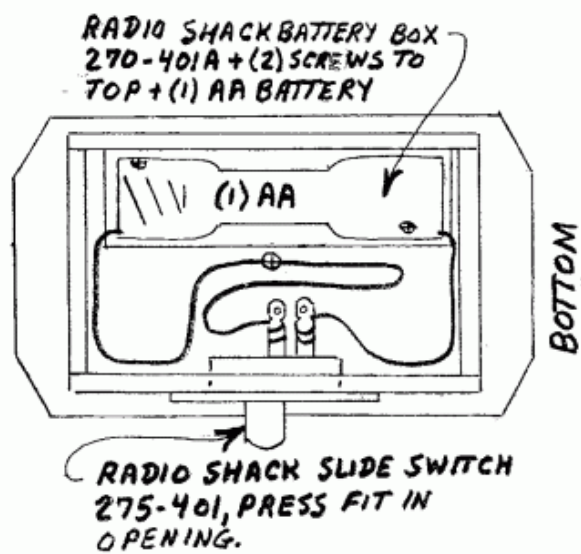
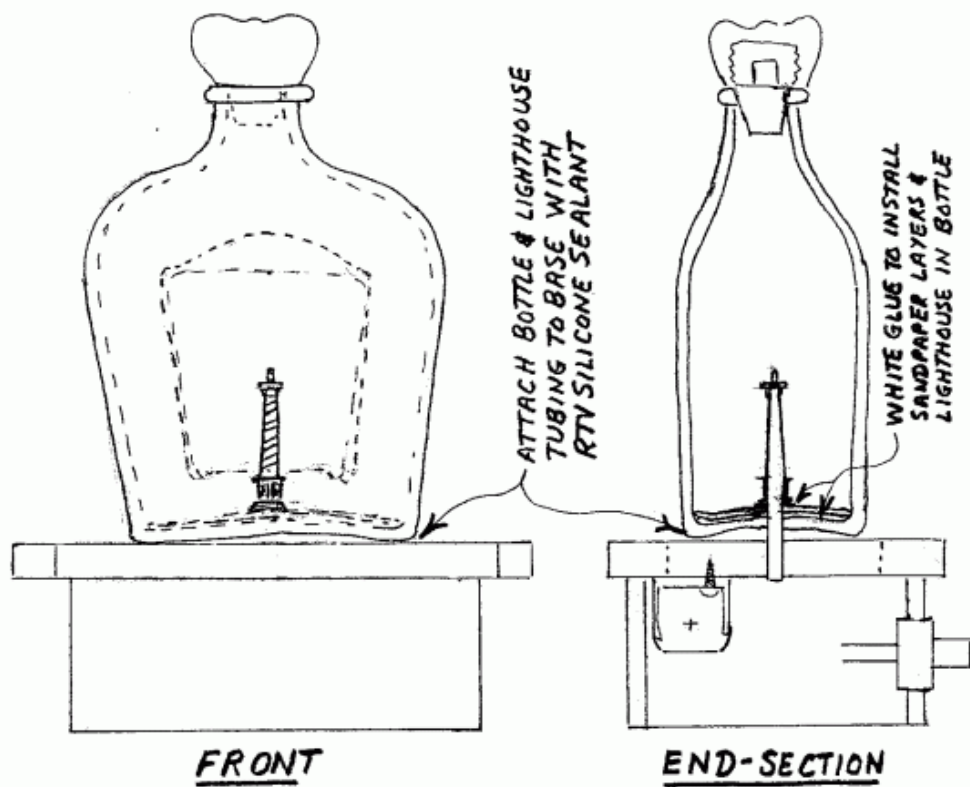
Canadian members will likely recognize the bottle which hailed from there (Canadian Crown Royal). A diamond-encrusted burr made the 1/8" (3.18 mm) hole in the bottom of the bottle - in 0.5 hour vs the 4 hours using carbide bits in '85-9. A cutoff disc in a Dremel (t.m.) tool was also used to remove the threaded top of the bottle, which increased the neck i.d. from 3/16" (7.64 mm) to 3/8" (9.5 mm). The crown-shaped cap was reused by wedging a softwood block into the threads and drilling the block to glue a suited cork into. I painted the cap gold. If I do any more, I plan to just try to burr-out the narrow i.d. of the top of the threaded portion of the bottle.

Originally, I made a tiny octagonal roof of styrene, painted that black, and glued it atop the bulb. That looked overscale and popped-off during bottling, which is just as well. I then used a ball-burr to shape the end of a bamboo skewer and used that in rubber-stamp fashion to apply black paint atop the bulb, which looked better and also resulted in a bit of unplanned serendipity. The stiff telephone wires actually support the bulb in the lighthouse (and need to be bent and taped under the base when the bulb is in correct position). By removing the tape and pulling the wires the bulb can be withdrawn via the underside and replaced if it should burn out.

That is, presuming one can locate more bulbs of that type. I've ordered more, but as this is being written they've not yet arrived...



"WHO'S GOT THE COMPUTER WITH THE SLOW RESPONSE-TIME?"



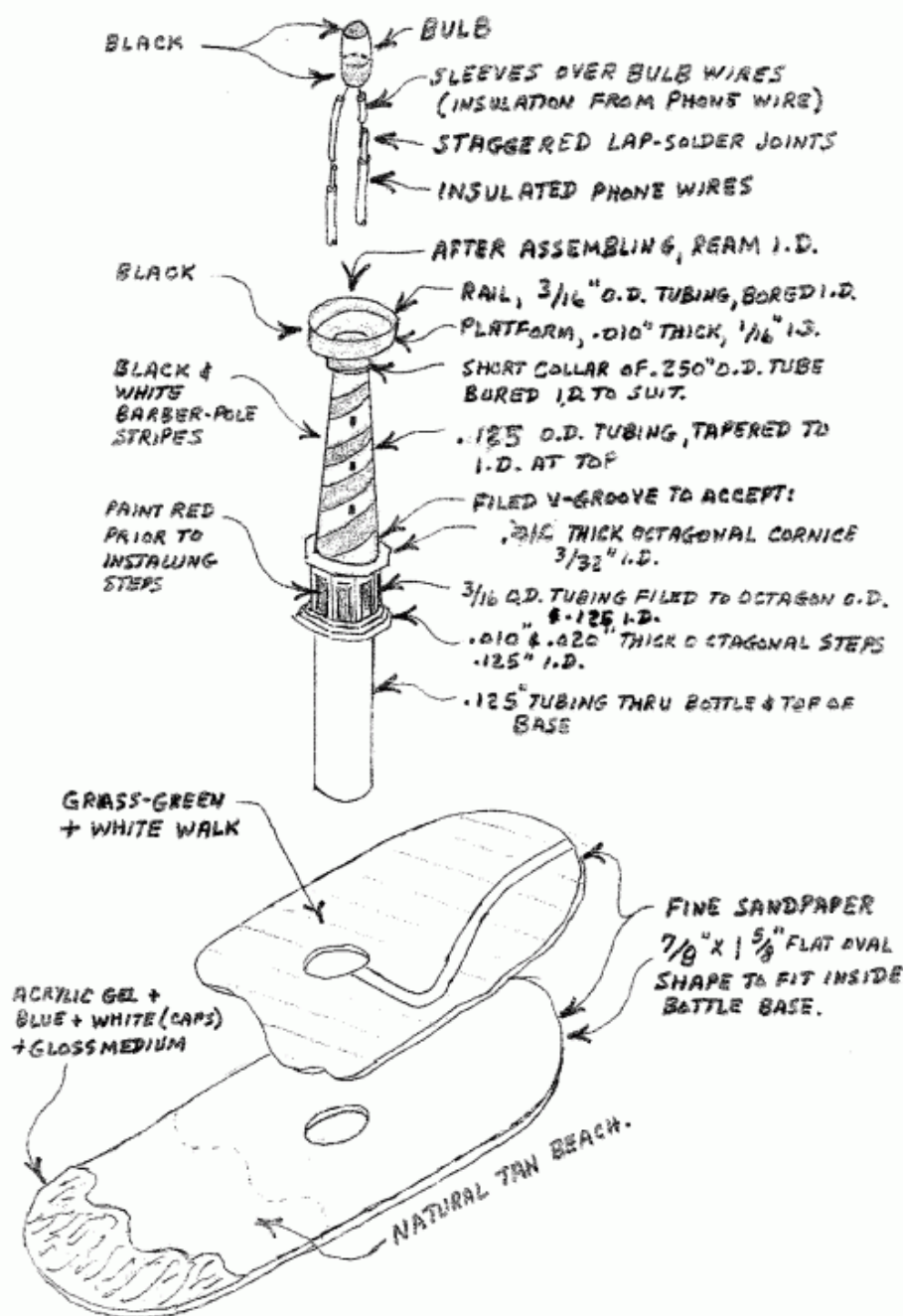


FIG. 2

PUT YOUR BOTTLES AWAY...

You can make a rack for your bottleships, so that they are safely out of the way. One shelf or ten shelves, whatever you like best.

Glue the shelves to the bearer and put some thin dowels through the bearer into the shelves. Mount the shelves under a light upward angle so that your bottles will not roll down.

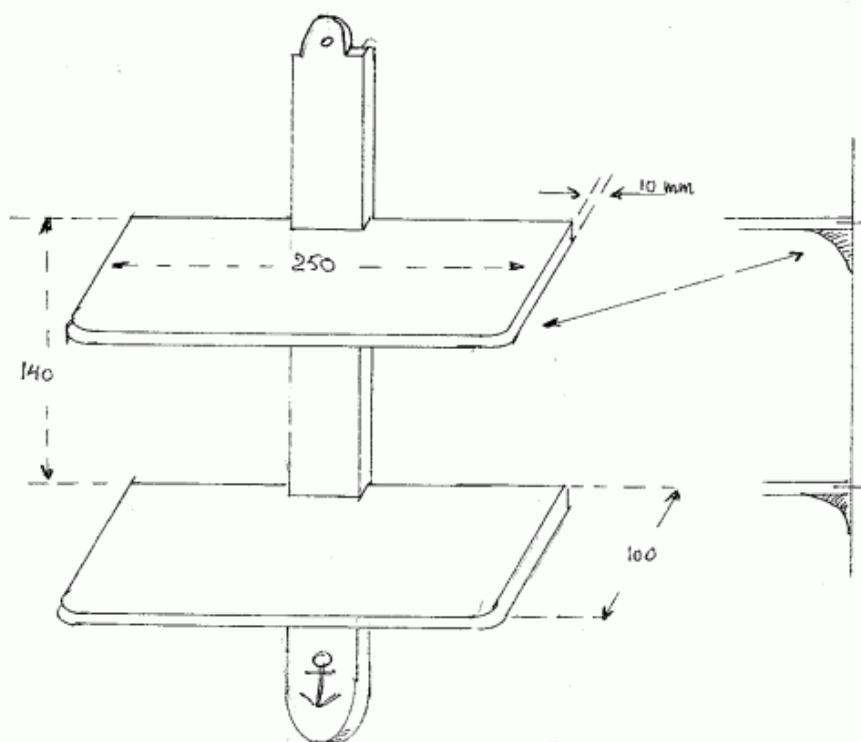
I always glue some 8 mm manilla rope along the edge of the shelves. Looks very good!

You can decorate the bearer with an anchor, a navy-button etc.

The small corners taken from the shelves do serve well as shelfsupport. Take a hard wood that doesn't warp when weatherconditions change.

One warning! If you hang this rack against a papered wall, make sure that the manilla rope doesn't touch the wall, otherwise you will get brown spots on the paper.

Good luck and success! (Bob de Jongste)



THE HISTORY OF SHIPS IN BOTTLES.

Unfortunately nothing is known about the first maker of a ship in a bottle. The oldest ship in a bottle (SIB), as far as we know, was made in 1784 in Italy by Gioni Biondo and this SIB was donated by Captain Krüger of Lübeck to the 'Museum für Kunst und Kulturgeschichte der Hansestadt Lübeck' in Germany. It is said that this SIB is a so-called ship-owner's model, which was made by a professional modelbuilder. The SIB is numbered 7357 in the museumlist. It is probably a Turkish or a Portuguese three-masted warship. It is put in an egg-shaped bottle, which is placed upside down over a wooden stand.

The oldest SIB in the Netherlands is dated 1795. It is a so-called POON-ship, a one-masted freighter with lee-boards, ranging from 16 to 60 tons. It was also used for regular passenger service. This SIB can be found in the Maritime Museum at Rotterdam.

The SIB became very popular after the fast sailing ships like the clipper were put into service. Consequently most of the antique SIB's which can be found (very scarce) are dated later than 1840.

The first mention of objects in bottles goes back to 1719. A German, Matthias Büchinger, (1674-1722) born without arms and legs has built objects in bottles. As a matter of fact we do not know whether he ever built a ship in a bottle, but Alan Rogers has been able to trace one bottle with a mining scenery in Snowhill Manor, Snowhill, Worcester. A search is going on to find further material about Büchinger of whom we also know that he was a famous calligrapher later in England where he was called Matthew Buckinger.

Another mention of objects in bottles goes back to 1737 in Germany. See a.o. 'Bäuerliche Volkskunst' by Siegfried Seidl and see also 'Berchtesgader Eingricht' by Karl Schüller. Both refer to the "Heiliggeistkugeln" (Holy Ghost Glass Globes) which still can be admired in many German museums or in private collections. In these "Heiliggeistkugeln" people put an image of their favorite patron saint. The globe was hung over the soupkettle. The steam of the soup condensed against the glass globe and the waterdrops falling back into the soup were the blessings of the saint.

The "Heiliggeistkugel" was not only known in Germany and Austria, but also in France, Scandinavia and many of the East-European countries.

Many objects in bottles had to do with the mining industry. The oldest miners-bottle in Germany is dated 1725 and this bottle is on show in the "Thüringer Heimatsmuseum".

Joh. Christ. Kundmann introduces in 1737 in his museum of curiosities (Rariora Naturae et Artis) a bottle showing the interior of two minegalleries, one on top of the other, with miners, tools etc. See 'Antiquitäten-Zeitung' Nr.3, 1985 and 'Bergmännische Geduldflaschen' by Otto Fitz and Peter Huber, Vienna 1995.

We still believe that the first regular SIB was made by an emigrant from Germany, Austria, Czechoslovakia, Hungary or some other country in that part of the world. Or perhaps a Russian, a Pole or a emigrant from Scandinavia. We simply don't know and whether this mystery ever will be solved is also a mystery.

It was originally believed that the art of making SIB's originated from England or Ireland, but extensive investigations through local museums have not

revealed any proof that could make good that assertion.

We have received the information that examples of Matthias Büchingers work or information about his work can be found in:

the William Andrews Clark Memorial Library in Los Angeles, USA

the City Library of Bamberg, Germany

the Henry E. Huntington Library in San Marino, USA

The "Germanisches National Museum" in Nürnberg, Germany

Bibliography:

Ten Thousand Wonderful Things, Edited by Edmund Fillingham King M.A.

Learned Pigs and Fireproof Women, Ricky Jay 1986.

If you want to learn more about ships in bottles, try our homepage:

www.shipsinbottles.nl

This homepage will give you sufficient information about books on ships in bottles, how to make a ship in a bottle etc.

If you have any further information that might be helpful for our further research, please contact:

Bob de Jongste, Van Hoornbeekstraat 13, 2582 RA the Hague, Netherlands.

e-mail: bobdejongste@wxs.nl



Never say no to a good dust mask. A worthwhile investment is a box-type dust collector to sit on your workbench, especially if you work with a Fordom tool or a hand-held grinder. Most dust collectors have a furnace type filter which is too coarse to do a job on fine wood dust. A good tip is to cut a section out of the leg of pantyhose and enclose the filter in it. Once installed, it will filter out fine wood dust which can be easily cleared with your shop vac.

In addition to wood dust, molds frequently trigger reactions. One actually grows in wood that is extremely potent. This mold lives happily in many hardwood trees, especially favouring maple and birch. It's responsible for the marbling spalding that wood turners prize, the dust of which, when breathed, can lead to severe respiratory problems.

Be wary of cutting or sanding creosoted or chemically treated woods. All such woods should be cut or sanded prior to treatment. Breathing such dust is especially harmful to the respiratory system. Shown below is a partial list of woods and the problems they may cause.....

<u>Wood Species</u>	<u>Symptoms</u>	<u>Wood</u>	<u>Symptoms</u>
Alder	Dermatitis	Poplar	Asthma, Dermatitis
Mahogany	Skin irritation, Giddiness	Redwood	Asthma, Dermatitis
Black Cherry	Wheezing, Giddiness	Rosewood	Asthma, Dermatitis
Cocobolo	Asthma, Dermatitis, Nausea	Sweet Gum	Dermatitis
Douglas Fir	Dermatitis, Nasal Cancer	Sumac	Rash, Blisters
Ebony	Dermatitis, Rash	Obeche	Asthma, Sneezing,
Padouk	Asthma, Dermatitis	Teak	Dermatitis, Conjunctivitis
White Cedar	Dermatitis	Yew	Dermatitis, Headache,

In addition, many woods from tropical countries have adverse affects on the respiratory systems.

NOTES FROM THE MEMBERSHIP CHAIRMAN

by

Don Hubbard

Again, our thanks to the generous members who added a donation to their membership checks. William T. Marsh, Springboro, OH; Burt Reckles, Sugar Land, TX; George Hoskin, Burtonsville, MD; Dick Garrahan, Fairfax, VA; Bob de Jongste, Gravenhage, Holland; Chris Nair, Jabalpur, India; Quinton Boro, Brookville, PA; Bob Stetson, Malborough, MA; Joseph Meehan, Flagstaff, AZ; Tom Smith, Canton, GA

If you want to meet a busy ship bottler look up **Frank Lojewski (Sointula, B.C. Canada)**. In his 2 July letter he states: I launched the *USS Constitution* closing in on the *HMS Guerriere*; the *US Brig Enterprise* capturing *HMS brig Boxer*; also a colonial schooner (after Chapelles's drawings) and a colonial sloop; and underway I have the whaler *Essex* at the point of impact with the whale that sank her. HE'S HAVING FUN! Keep up the good work and send pictures when the chance comes.

Joe Meehan (Flagstaff, AZ) is working to make our art-form more visible in Flagstaff. He is hoping to set up a display in his local library and planning to offer a workshop, either at the library or at the museum, to teach the basic of bottle building. He has checked the library shelves and finds that my book has been checked out several times, indicating that local interest exists. Thanks for the update Joe and best luck with the mentioned projects.

More than one of us has a son or daughter in Iraq or Afghanistan and I appeal to you for your prayers for their safety and safe return. Many of us served in harms way in other wars and if we are here today it may just be because of the prayers of our loved ones and friends. And if you receive an appeal from the USO for funds, try to find a way to help. Military service is a lonely occupation and anything we can do to provide servicemen and women with a safe diversion is very welcome. Thanks to **Terry Butler and Tom Smith** for the reminder.

Conrad Forget (Chicopee, MA) has passed on the information that Charles A. Lindbergh flew his famous Trans-Atlantic flight in a nine pound, wool lined, waterproof flight suit made by the A.G. Spalding Company in Chicopee, his home town.



Here is a flier advertising a ship-in-bottle show in the **Museum de Timmerwerf, in De Lier, Holland**. De Lier is between Rotterdam and The Hague. As you can see the show will be on until October 31, so if you are in Holland at the time and in the vicinity stop by and enjoy it. The flier was sent to me by Bob de Jongste, who lives in **Gravenhage**, as noted in the "Thanks" section above. Here are his comments: "My youngest son was so kind as to drive me there and the show was perfectly organized. So was the apple-struddle and the coffee. From warm and sunny Holland with love! Bob"

The show was organized by one of our members, Hans de Haan who lives in **Bergen op Zoom**, in the south of Holland.

PUTTING A TRUCK IN A BOTTLE

by

Harold B. Whiting

You have all seen the big 18 wheeler transfer trucks rolling down the highway, and you are certainly familiar with busses, vans and pickups. Now you have your chance to put one in a bottle. The technique is not difficult, and if you can bottle a ship you should be able to tackle a truck. What you need are tools, patience and the ingenuity and know-how to improvise.

Here are the basic tools I use: A lathe for turning wheels (The Dremel lathe works OK, but if you have access to a larger lathe with a three or four jaw chuck this is better). A drill press, a table top saw, and a soldering gun. I also have a large number of wire coat hangers which I cut and straighten. These can be bent to different shapes or the ends can be modified for different uses. I have ground many down to a fine point, flattened some for scraping and have used some to fasten paint brushes, razor blades and even fine jig saw blades to. Finally, you will need a long flexible grabber of some sort. I bought mine from Brookstones, a mail order house in Peterborough, NH.

I use balsa wood for all my truck bodies. It is soft and easy to cut and handle. My wheels are turned on the lathe from birch or maple dowels in 3/4, 1 and 1 1/8 inch diameters. All my big rigs use the 1 1/8 inch size.

A 1.5 liter Manishevitz wine bottle is better for busses, vans and pickups since it gives you a good horizontal base and has an opening wide enough so that you do not have to split the wheels to get them in the bottle. The bottles best suited for the large trucks are vertical 3 liter Almaden wine bottles.

Let's begin with a model to fit the Manishevitz bottle. Begin by selecting the base side and paint this gray inside to simulate the street. As with a ship, you build the model outside the bottle after preparing a plan on paper to determine a height, width and length that will work comfortably in your bottle. For busses, vans and pickups the entire vehicle is built upon a floorboard (as opposed to a chassis which is the base for the larger trucks). The usual measurement for the floorboard is about 8 inches in length and no wider than 1 1/2 to 2 inches. The floorboard is cut in half lengthwise to fit in the bottle. Cementing on the wheel axles will hold the two pieces together once inside. The bottle neck on the Manishevitz bottle is large enough so that a one inch wheel will fit through without cutting it to reduce its size. Turn the wheels on your lathe from one inch doweling or buy ready-made wheels at your local hobby store (but check the fit when you do). Make sure that all parts are painted before putting in the bottle.

The procedure for assembling the wheels and floorboard is as follows. Cut two 1/2 inch by 5/8 inch by 1 1/2 inch blocks of wood to set the floorboard pieces on in the bottle. Fasten your wheels to the two axles outside the bottle, then slide each axle into the bottle, lay in place on the raised and marked floorboard and cement. You will note that if the floorboard had not been raised the wheels would have kept the axles from making contact with the boards. Finally, when dry, remove the "hold up" blocks and invert the floorboard with attached wheels. This assembly can now be positioned in the bottle and glued down to the gray "pavement". I use five minute epoxy to anchor the vehicle to the base as it is quite strong and holds fast.

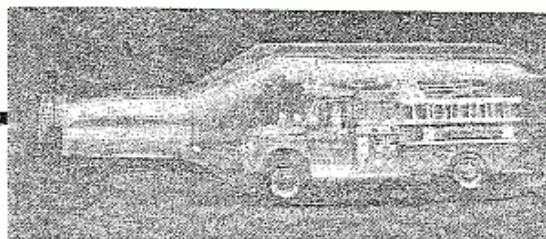
Now proceed to build the rest of the model on the floorboard. Remember, the neck of the bottle is no more than an inch wide so each piece will have to be cut a bit smaller than this to fit. I always place my sides, hood, back and top together on the floorboard, and then start to cement them to the floorboard beginning with one side, then back, then other side, etc. (See illustrations)

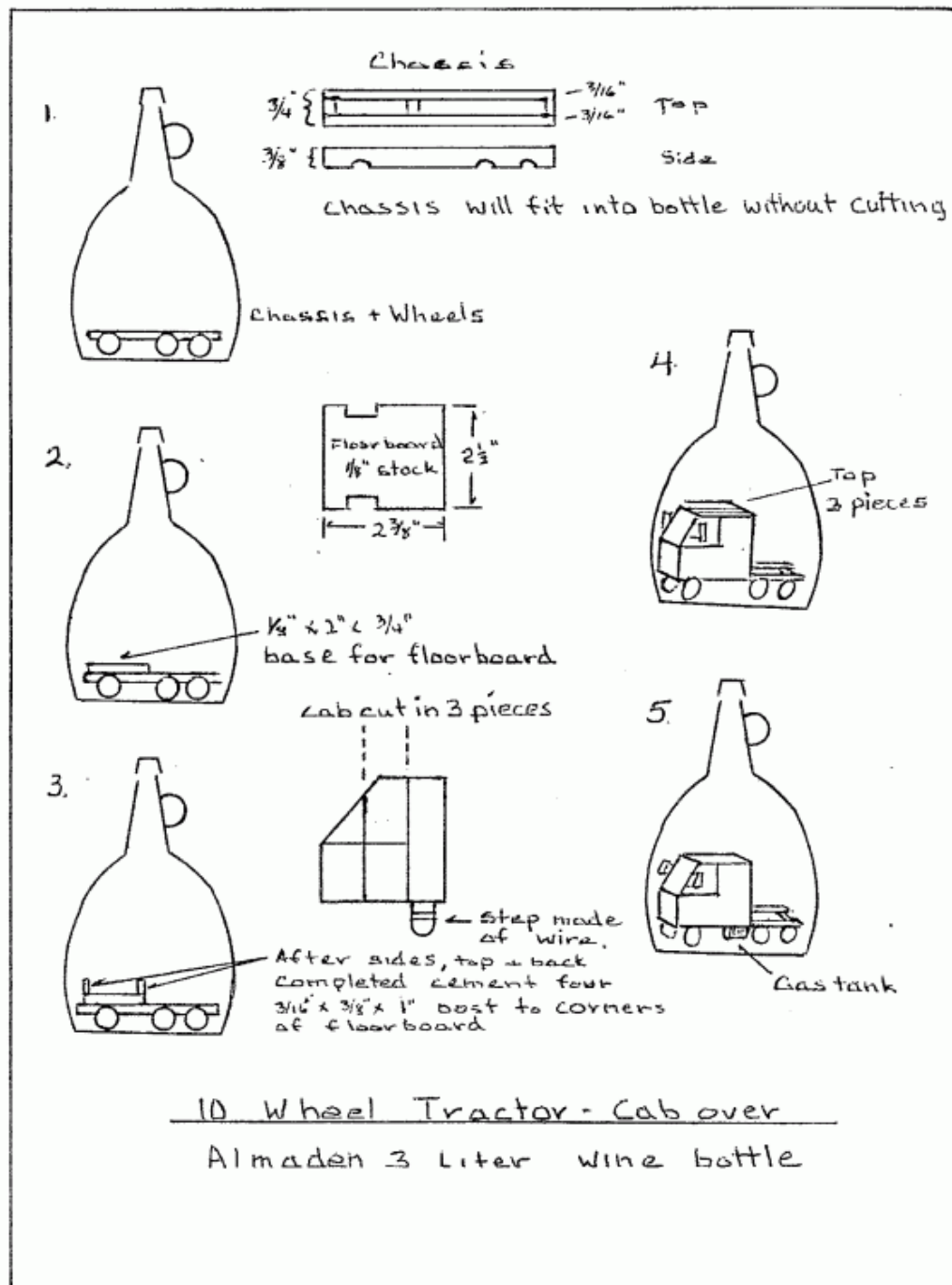
My larger trucks are put into 3 liter Almaden bottles. The procedure is not too different with the exception that the floorboard rests on a chassis and because of the 3/4 inch bottle neck the wheels and axles must be assembled inside the bottle. The 1 1/8 inch wheels must be cut (slightly off center so that the hole is not disturbed) and then painted, then the pieces are rejoined after insertion. Since assembly of the wheels must be done in the bottle I have developed one or two tricks to help. In order to get the proper spacing for the double rear wheels I drop a small metal nut into the bottle. Using a grabber I press the axle into the first wheel and then push this further down into the nut. This permits the axle to penetrate far enough through wheel one to allow wheel two (the outer wheel) to fit properly. Once these two wheels are cemented in place the axle is reversed and the same procedure repeated on the other end. The nut is a construction device only and is removed after the wheels are assembled.

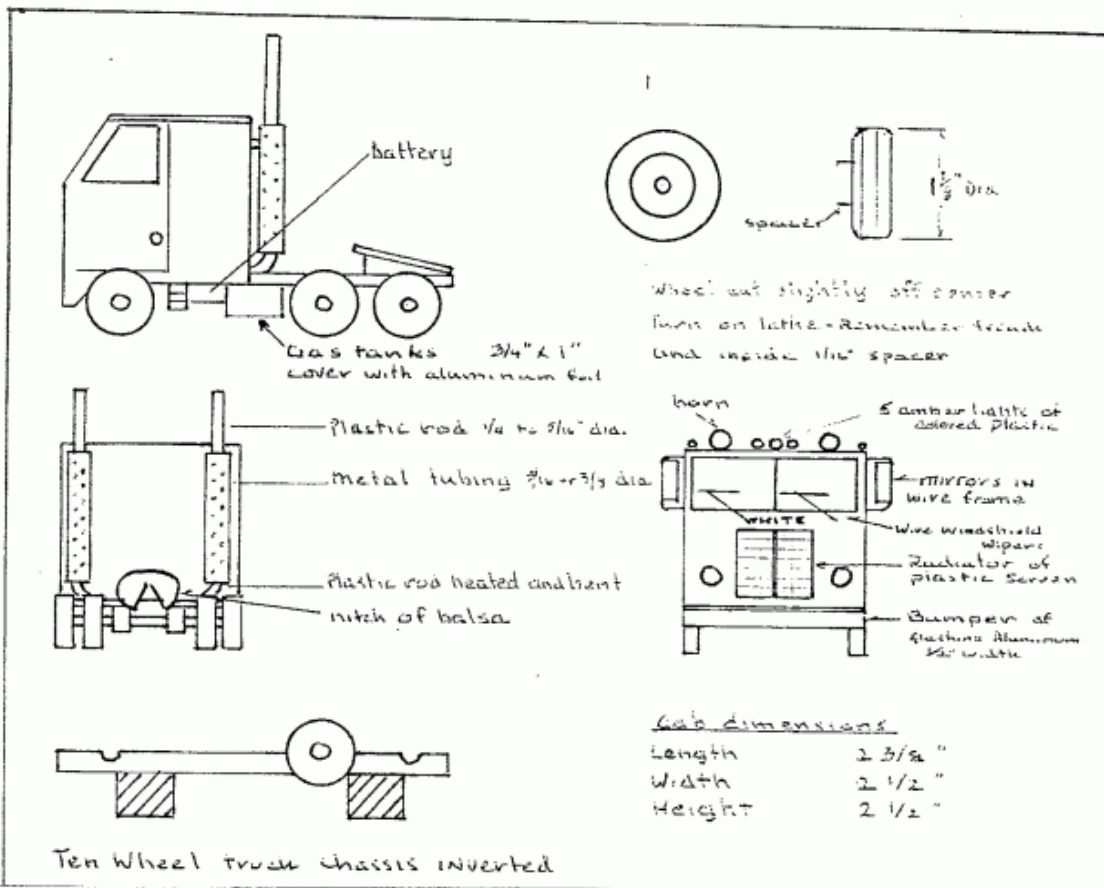
To set the axles in place, notches are cut in the long chassis and this is set inverted on the two blocks. The middle axle is set in place first to anchor things and for balance, and then the fore and aft ones. Once dry the chassis with attached wheels is turned right side up, the wheels cemented to the "street" and the floorboard attached to form the working base for the rest of the model. The illustrations probably describe the procedure better than I can put it into words.

In building my models I use 5 Minute Epoxy, Testor's Wood Glue, Ambroid and, occasionally, Weldit Cement. The models are painted with Testor's paint which comes in 1/4 oz. bottles and is quick drying and easy to handle.

Harold Whiting







Mack Truck by Harold Whiting - Circa 1982

19,

This beautiful example of a Mack Truck in a bottle, by Harold Whiting, appeared in the 1st International Ships-in-Bottle Show in San Diego, California in 1982. It never fails for elicit an astonished response from viewers. For once you don't pull strings to make it happen.



Don Hubbard's Chop

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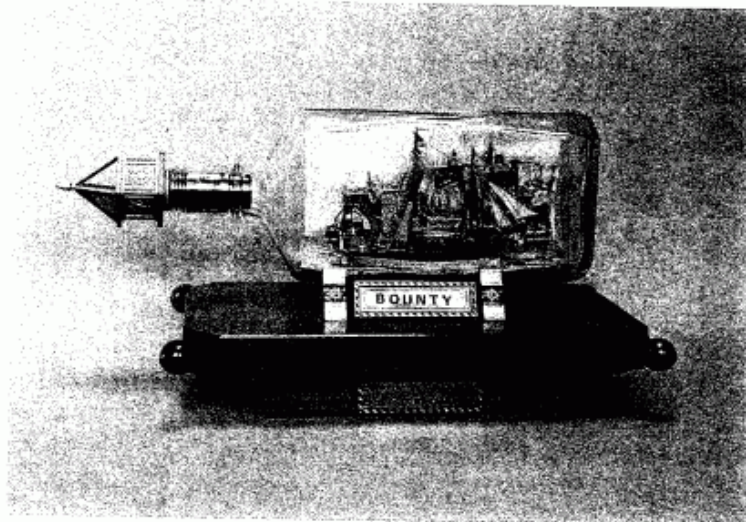
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These photo's are from the Late Juzo Okada, the past President of the Japanese Ships In Bottles Association. They are from 1995 works. Top Photo is the Bounty and Castillo . The bottom photo is the back side (reverse) of the Bounty and Castillo, By. T. Nakamura.

